## GOSSIP OF THE RACETRACK

KEENE'S HORSES HAVE WON 23 RACES TO DATE,

Also Nearly 880,000 in Stakes and Purses -Popular Stable, With Miller as Jockey, a Strong Betting Proposition for the Public-Stake Events-To-day's Card.

James R. Keene's horses have won twentythree races so far this season and have earned tearly \$80,000 in stakes and purses. Judging from the strength of the popular stable, Mr. Keene may win more than \$200,000, the mark he set two years ago. From present indications he holds a strong hand in point of running honors in both the three and two year old Peter Pan and Superman, both sterling three-year-olds, have made good and they will be regarded as topnotchers until the famous Salvidere can take their measure. In Colin Mr. Keene has a phenomenal young colt who, it is believed, will come very near filling the place of the dead Sysonby. Yet Colin is not the only really great two-rear-old that munches oats in the Keene barn. for it is said that in the course of time other fleet footed youngsters will be uncovered, which means that the vice-chairman of the Jockey Club will make a powerful bid for every stake of importance to be run in the

East this year.
With second call on the services of Jookey Miller, Mr. Keene affords a remarkably good basis for turf speculation, for the public knows that in this particular instance the horses and the rider are doing their level hest all the time.

Since the season opened at Aqueduot the Keene stable has provided these winners, with their share of the purses or stakes:
Masks and Faces, \$670; Suffrage, \$650; Frizette, \$690; Ottizen, \$690; Sepoy, \$620; Frizette, Rosedale Stakes, \$1,870; Transval,
Maiden Stakes, \$1,970; Sepoy, \$810; Suffrage, Toboggan Handicap, \$2,880; Superman, \$800; Philander, \$860; Superman, Brooklyn Handicap, \$15,800; Transvaal, Manhasset Stakes, \$2,620; Zambesi, \$1,020; Sepoy, \$860; Suffrage, \$970: Grimaldi, \$830: Frizette, Laureate Stakes, \$3,425; Colin, \$940; Zam-besi, Pocantico, \$2,085; Peter Pan, Belmont Stakes, \$21,765; Grimaldi, \$940; Colin, Nafional Stallion Stakes, \$10,146.

If Commando had lived there is no doubt that he would have become one of the greatest sires in the world. With the three-year-olds Peter Pan and Superman to perpetuate his memory, the two-year-old Colin is another of his get to win fame. Others that have heen sired by Commando and have won in the Keene colors are Kuroki, now a four-year-old; Mentha, a three-year-old filly; Zambesi, a three-year-old colt, and Transvaal, a two-year-old. In addition to Colin these two-year-olds, all by Commando, will probably race in the near future; Celt, Defiant, Flower of the Forest, Peter Quince and

Peter Pan's victory in the Belmont Stakes on Decoration Day showed the colt's real quality and was not an accident. Before the present season opened Trainer Rowe of the Keene stable expressed the opinion privately that Peter Pan would develop into a remarkable three-year-old and would win a majority of the stakes for horses of that age. When, therefore, Peter Pan was beaten in the Withers by Frank Gill there was much surprise. A poor ride by W. Dugan was supposed to be partly to blame, as the jockey made too much use of his mount in the first half mile. That was the reason why Jack Martin was substituted for Dugan when Peter Pan started in the Carlton Stakes, in which he was beaten by Dinna Ken. On that occasion Martin rode the big colt in perfect style, but the son of Commando seemed to quit just when he should have gone on and won. Then it was that the critics said that Peter Pan was only a sprinter and that he lacked heart.

But Trainer Rowe, it appears, discovered by that time that Peter Pan really needed a lot of hard work to get him in his best shape. So early last week, it is said, Peter Pan was ent out to work a gruelling mile and a half on two occasions as a preparation for the Belmont Stakes. This sort of exercise awakened all the latent energy in the big colt so that he was himself in the \$25,000 race last Thursday. Even if Miller had put Super-man under a drive in that race there are many good judges who insist that Peter Pan would have won in a gallop just the Rowe never thought that Superman was a better colt than Peter Pan. even when former won the Brooklyn Handicap, and Rowe just now appears to have known what he was talking about all along.

The popularity of racing was never more pronounced than this season. From the outset the attendance has been greater than before in spite of the fact that public form, because of various adverse conditions, has been a delusion and a snare. The immense attendance at Belmont Park on Decoration Day was a fitting testimonial to the popular rule of the Jockey Club. If some of the reformers who are continually crying out against the racetrack could have seen this gathering of nearly 50,000 orderly persons they might have changed their minds as to the "evil results" from the sport. There was no intoxthe thousands of dollars that changed hands on the result of each race and no personal encounters of any kind. The Pinkertons did not have to exert themselves more than any other day, except in the handling of the thousands who tried to board the overloaded trains after the races. Speaking of this won-derful crowd, S. S. Howland, the general manager of the Westchester Racing Association, said that it was the largest that had ever been seen on a racetrack in this country.

If racing was not properly controlled and men of integrity were not at the helm, no such throngs would turn out to see the horses run. The Jockey Club deserves all the praise bestowed upon its members these days for the way they have safeguarded the sport in spite of the vicious assaults that have been made upon it from various quar-

Wednesday and the scene will then shift to Gravesend, where another session of twelve days will be held The Van Cortlandt Handicap, seven furlongs, will be run to-morrow with all the best sprinters eligible. On Wednesday the Eclipse Stakes, for two-year-olds. and the Grand National Steeplechase will provestrong attractions. For the Eclipse, Colin is eligible, together with Masque, Incognito Peter Quince, Earl's Court and Cape Chaplet, all from the Keene stable. In addition to these are Bar None, Angelus, Cohort, Wave Crest, Gold Heart, Golden Pearl and others. For the Grand National, T. S. Martin, Good and Plenty, Hot Shot, Hylas, Grandpa, John M. P., Pagan Bey, Coligny, El Cuchillo and

other good jumpers are liable to start.

At Gravesend on Thursday the attractions will be the Greenfield Steeplechase, the Criterion Stakes for two-year-old fillies and the \$10,000 Westminster Handicap at a mile and a quarter. For the last named event the probable starters are Gloritier, Tokalon, Dandelion, Tangle, McCarter, Running Water, Whimsical, Go Between, Luck. Blandy and possibly Dr. Gardner. The May Stakes, for three-year-olds, about six furlongs, will be run on Friday, while on Saturday the magnets will be the Greater New York Steeplechase, the Great American for two-year-olds and the Broadway Stakes for three-year-olds. Colin is eligible for the Great American, an \$5,000 stake, together with all of the best juveniles shown so far For the Broadway, at a mile and a sixteenth Okenite, Ethon, Sewell, Temaces, Montgomery, Grimaldi, Philander, Zambesi, Minlo-Arcite, Frank Gill, McCarter, Charles Edward. Jack Atkin, Electioneer, Dinna Ken, Eddie Ware and other good ones can

lo-day's card for Belmont Park is of unusual interest. The Jockey Club weight for age race at a mile and a furlong is the feature. with Montgomery, Tangle and W. H. Carey all dangerous. The Gaiety Stakes, for two-year-old fillies, four and a half furlongs, will bring together Frizette, Notasulga, Berry Maid and others. The first race is a high weight handicap at seven furlongs, with Eddie Ware, Saracinesca, Oraculum and Ware, Saracinesca, Oraculum and Ziena having good chances. Two-year-olds will run in the second race at five furlongs, with Uncle, Rustle, Eonite and Sweet Taire

perhaps the best. In a handicap for mares and filles at a mile, Yankee Giri, Tokalon and Adoration look best. In the last event, for platers at a mile, Royal Ben, St. Valentine and Massniello look formidable. The entries NEW YORK Y. C. COMMITTEE HAS

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	First Race-Highweigh	t Handicap;	eeven	fur-
	longu:	and the same	11 6	
	Agile	Oabochon	******	.126
	Saracinesos	Outler Ware	*******	129
	Oraculum132	Tioner		117
	Aletheno180	Campalgner	******	115
•	St. Valentine128	Paul Jones	******	114
	Second Race-For two	a-veer-olds:	selling.	five
	furlongs:	o hear orani		
	Hiscko	Uncle		. 99
ı	Sweet Taire	Masson	*******	. 99
_	Ziephen	Bonite		. 98
	Saltram102	Halmeren		. 96
	Oreagna	Rustle	********	. 96
	Sansamon	Queen's Souv	enir	, 96
	Helen B	Kerry		. 96
	Gene Russell100	Szamosy	*******	. 91
	Dixon Belle100		10 L 100	
	Third Race-The Galety	r; for two-yes	r-old fi	mes;
1	four and a half furlongs:			
	Frizette	Aimle C.,,	*****	.112
	Notasulga122	Berry Maid	-	.112
	Sungleam112	Mombassa	***	.112
	Haif Sovereign112			
	Fourth Race-The Jock	rey Club Well	PS - LOL .	Age;
•	one mile and an eighth:			
,	Go Between	Montgomery	*******	1111
	W. H. Carey126	Dan Bunre		.111
	Tangle			
٠.	Fifth Race-Handicap:	for mares; or	se mile:	
	Tokalon	Zienap		.102
	Yankee Girl	Red Leal		.100
. 1				
	Sixth Race—Selling; on	e mile:		
,	Masaniello108	Sumce	*******	. 96
•	St. Valentine108	Herman Pt.	*******	. 98
	Weirdsome106 Quinn Brady106	Lody Alleis		
	Fine Cole	Dunyallo		. 90
	King Cole101	Dinaster Dinaster		
	Flimnap 99 Little Woods 98	Boyal Ben		. 84
	Cobleskill 97	Killiegranide	*******	. 84
	Consession	municul enterle.		. 04

#### LAWN TENNIS.

Three Important Lecal Tournaments On for This Week.

This promises to be an important week in lawn tennis. The finals for the Felipe cup in singles on the courts of the New York D. T. O. has still to be played, the Davis oup men are entering their last stages of practice at the grounds of the Crescent A. C., Bay Ridge, and the metropolitan singles championship starts to-day on the courts of the West Side Tennis Club. There are fifty entrants for the singles on the West Side courts, the draw-ing having been made as follows:

starts to-day on the courts of the West Side Tennis Club. There are fifty entrants for the singles on the West Side courts, the drawing having been made as follows:

Preliminary Round-F. C. Inman, West Side T. C., vs. A. Bassford, Jr., New York L. T. C.; A. S. Cragin, Seventh Regiment, vs. H. S. Mellick, West Side T. C.; W. L. Pate, Brooklyn T. C., vs. W. L. Righter, Montclair A. C.; George Salinger, Hollywood, vs. J. Smith, West Side T. C.; Irving C. Wrighs, Crescent A. C., vs. Theodore R. Pell New York L. T. C.; W. V. Bennett, West Side T. C., vs. Howard P. Plummer, Richmond County C. C.: George P. Touchard, Hamilton Grange L. T. C. vs. Howard P. Plummer, Richmond County C. C.: George P. Touchard, Hamilton Grange L. T. C. Dr. H. H. Waugh, Kings County L. T. C., vs. L. H. Titch, West Side T. C.; Dr. Glasebrook, Montclair A. C., vs. R. G. A. A. Child, New York L. T. C.; D. Hughes, Kings County L. T. C. vs. E. G. Montgomery, Siwanoy T. C.; Harry P. Smith, Montclair A. C. vs. Frederick G. Anderson, Kings County L. T. C.; Dr. William Posenhaum. Hariem T. C., vs. W. S. Side, West Side T. C.; R. A. H. C. Side T. C.; W. H. B. Hatch, West Side T. C.; W. H. C. Harry P. Smith, Montclair A. C. vs. Hearth, West Side T. C.; W. H. C. Rose Side T. C.; R. A. H. C. Side T. C.; W. H. C. Rose Side T. C. Rose Side T. C.; R. A. L. West Side T. C. Side

To-day-Robert LeRoy vs. William A. Larned, E. P. Larned vs. Karl H. Behr. Beals C. Wright vs. Clarence Hobart.

June 4—Robert LeRoy vs. E. P. Larned, William A. Larned vs. Clarence Hobart, Beals C. Wright vs. Karl H. Behr. Beals C. Wright vs. Robert LeRoy, Larned vs. E. P. Larned, Karl H. Behr Vs. Calrence Hobert.

June G-Karl H. Behr, vs. Robert LeRoy, William
A. Larned vs. Beals C. Wright, P. P. Larned vs.

Clarence Hobert.

June 7-E. P. Larned vs. Beals C. Wright, Robert
Lelloy vs. Clarence Hobert, William A. Larred
vs. Karl H. Behr.

If there are any matches which have to be postponed, they will be played off on Saturday. Also any exhibition matches which may be arranged, probably in doubles, will be played that day. It was expected that Holcombe Ward would play, but Robert LeRoy was substituted for him. The international committee has not as yet decided on the third man, if any, who is to accompany Wright and Behr to England.

Remond and Putnam, doubles champions of the Brooklyn T. C., were the winners in the handicap doubles tournament of the club recently played. The summary:

club recently played. The summary:

Erooklyn T. C. Handicap Doubles—First round—
Remond and Putnam, minus 15, defeated Durham
and Haskell, scratch, 6-3, 10-8, Major and Gulick,
scratch, defeated Watson and Von Wilkila, plus
50, 3-6, 6-3, 6-4. Rotson and Casamior, minus
half 15, defeated Peck and Miles, plus half 15, 6-5,
6-1; McCullom and Reid, plus half 15, 6-4.
Tate and Sanborn, minus 15, 6-4, 1-6, 6-1.
Semi-inal Round—Putnam and Remond, minus
15, defeated Major and Gulick, scratch, 0-6, 6-2,
6-3. Robson and Casamior, minus half 15, 6-2,
ferated McCullom and Reid, plus half 15, 6-1, 6-4.
Final Round—Putnam and Remond, minus 15,
defeated Robson and Casamior, minus half 15,
6-2, 3-6, 6-3, 7-5.

#### Golf Gossip.

Four matches were played in the first Four matches were played in the first round for the E. A. Downey cup at the Apawamis Club on Saturday, leaving four to be played. Lawrence Gourley had to go twenty holes to beat B. C. Fuller: F. S. Douglas beat W. R. Thurston, by 4 and 3; F. S. Wheeler beat A. S. Thurston by 6 and 5, and J. S. Wood beat H. A. Sherman by 4 and 3. J. B. Elwell won the ball sweepstakes, 96, 12—84, with F. S. Wheeler second, 88, 3—85.

An open amateur tournament is announced y the Morris County Golf Club for June 27, 28 and 29.

The annual meeting of the Eastern Pro-fessional Golfers' Association will be held this morning. The nominating committee, George Strath, Thomas Anderson and Horace Rawlins, has reported this ticket: President, George Low; vice-president, Donald Ross; secretary, Alex Finlay; treasurer, Willie

Norton.

Executive committee: George Strath, Donald Ball, Thomas Anderson, Isaac Mackle, Alex Campbell, C. A. W. Fox, J. S. Pearson. The ticket gives representation to the Bos-ton, Philadelphia and New York groups of

There were forty-the players on Saturday afternoon for the O' ternors' cup, eighteen holes medal play, on the links of the Ridgewood Golf Club. The cup was won by J. H. Morey with 88, 6—82. The best scores were: Morey With 88, 6-82; 11th 5ess scottes were.

J. H. Morey, 88, 6-82; R. Cruit, 99, 12-87; C. B. Appo, 96, 8-88; M. B. Evans, 102, 16-88; W. Y. Phil lips, 92, 2-89; D. Anthony, 104, 14-90; J. H. Dunning, 104, 12-92; L. J. Powniey, 106, 14-92; W. A. Dunn, 101, 9-92; C. W. Beale, 101, 9-92; H. Plimpton, 108, 15-93; G. P. Miller, 120, 27-93.

The following transfers of yachts are reported through the agency of W. T. Douglass:

The cruising cabin yacht Liberty, owned by Ranken Ellerbrock of the Bronx Yacht Club, has been chartered to Paul Meyrowitz, Francis C. Elgar and R. A. B. Dayton, members of the New York Athletic Club and the New Rochelle Yacht Club, for an extended cruise by the ins ic route to Philadelphia and thence to the Jamestown Exposition. She sailed on Memorial Day and stopped at Tottenville, Staten Island, where two other club members joined the party.

The auxiliary yacht Dada, owned by David Ross, is chartered to Marbans and Drake for a cruise up the Hudson. Capt. Marthins is in charge. The following transfers of yachts are re-

a cruise up the Hudson. Capt. Marthins is in charge.
The launch Ellen has been sold by August Olsen to John E. Smith of Hudson Club.
The new hunting cabin racer will be launched on Wednesday at Port Morris. She was sold by Archie Nesbett of the Bayside Yacht Club. She will be named Lillianette, and will be entered in the Marblehead races.

Still Gathering Data for Proposed Restric tions—Designers Believe in Limiting Ballast to Displacement—Opinions of Some Well Known Yachting Experts.

ITS TROUBLES.

The committee of the New York Yacht Club having under consideration the question of scantlings of yachts is still at work gathering data which it is expected will be ready for submission to the members later year. The club will then decide what is to ne, and it is probable that a meeting of the North Atlantic conference, representing all the clubs on the Atlantic coast, will be called to take up the big question that is

called to take up the big question that is proving such a troublesome one to owners, builders and designers.

It was expected that something would be done before this, and Sir Thomas Lipton when he was over here had pointed out to him that while the new rule was developing a good type of yacht, it was still possible for a builder turn out a yacht of flimsy construction and so put a challenger at a great disadvantage. It was intimated then that before he was ready to challenge something would be done so that the challenger could meet the defending yacht on terms of equality Some designers, however, are of the opinion that under the new rule, in which displacement is such a big factor, light construction does not count for much, and that a designer who will turn out a wholesome boat not only in design but in construction will have every advantage.

Several designers have given their opinions to Yachting, which are published in this month's number. A. Cary Smith, designer of the Meteor, Elmina, Amorita, Katrina and many other fast boats, says:

many other fast boats, says:

"The matter of a scheme for scantling for racing purposes suggests and is in keeping with the legislation obtaining throughout the country that is designed and actually expected to correct all fills, mental, moral and physical, that seem to be in the air at present.

expected to correct all ills, mental, moral and physical, that seem to be in the air at present.

"The scheme of scantling for a certain type of boat, on its face, looks like a certain cure for all the evils of racing. But when it is known that the mere method of planking a boat and the way of putting in bilge keelsons make a boat strong we begin to lose faith in the cure. The reason that the 70 footers have stood the strain of a series of years of hard work is that the outside layer of plank is of well seasoned wood, accurately fitted, and without caulking, and when swelled with immersion becomes practically one solid piece. This shows how little scantling alone has to do with the strength of the boat. It also makes the difficulty of getting at the exact scantling for a certain size of boat obvious.

"No man is competent to make up such a scheme. In fact, one of a select few of the most successful designers, who knows well what he is talking about, says that scantling should vary with the size of the boat, her power and the location where she is to be sailed."

Henry J. Grelow is a great believer in limiting ballast to displacement. He says:

Henry J. Grelow is a great believer in limiting ballast to displacement. He says: "Any table of scantlings devised for the construction of yachts is sure to be too general to be of value in specific cases. They do not make proper allowance for the difference in forms of yachts, the wide and shoal boat receiving the same scantling as the deeper and narrower one, which is, of course,

deeper and narrower one, whom is, or course, wrong.

"It is frequently pointed out that in commercial vessels certain scanting rules are followed, and that therefore the same should be done with yachts; but in commercial vessels the proportions are much more uniform than in yachts, and as the hull is devoted to the carrying of cargo, this carrying capacity bears a very close proportion to the cubic contents of the vessel. In a yacht the interior space is used almost exclusively for living quarters for the owner and crew, so that it might be called empty space—therefore bearing no proportional relation of weight to the total weight of the vessel or yacht. For this reason the general principles of scantling rules, as applied to vessels of commerce, do not apply to yachts, nor can they be made applicable.

"While it is comparatively easy to devise reasonably accurate scantiling rules for commercial vessels it has been found totally impracticable to follow such rules in the construction of war vessels of all nations, as the latter differ so much from the ordinary commercial requirements, and this is equally true in yacht construction.

"To adopt any hard and fast scantling rule at the present time would be a serious blow to yachting and would undo much of the good that has been accomplished by the adoption of the universal measurement rule.

"The only possible excuse there can be for a scantling rule is to avoid extremely light construction. This, however, can readily be accomplished by fixing a ratio of ballast to the total displacement of the boat, which must not be exceeded. The wholesomeness of a boat would be assured by the adoption of the form of yachts more successfully than any hard and fast scantling rule that can be devised."

Charles D. Mower says:

"The lack of restriction on scantlings is "It is frequently pointed out that in com-

any hard and fast scanting rule that can be devised."

Charles D. Mower says:

The lack of restriction on scantlings is one of the points where the present racing rules are most open to criticism, and it is generally thought by racing men that some provision should be made to prevent building vachts of extremely light construction and to require such scantlings as will produce boats capable of standing the severe tests of hard racing for more than one or two seasons.

boats capable of standing the severe tests of hard racing for more than one or two seasons.

To a certain extent the whole question takes care of itself, for the reason that it is to the designer's interest, and also essential to the success of the boat, that the hull be constructed so that it will not change form or leak under the strain of hard racing. There are many instances on record, however, where racing classes have been effectually put out of existence by the lack of any restrictions on scantlings and, on the other hand, practically all the successful and popular racing classes are now bullt according to special class restrictions which require a reasonably heavy and strong construction.

The formation of a table of scantlings which will meet the requirements of all classes is certain to be a very difficult task for the various committees which are at work on the matter, as different forms of hull require different scantling to give equal strength, and the conditions of the service for which the yacht is intended also have an important bearing on the question, so that any universal detailed table of scantlings would seem almost an impossibility.

"It seems desirable, however, that some measure should be adopted, and in the absence of any detailed table of scantling requirements it would seem that an arbitrary limit on the proportion of ballast to total displacement, varying, perhaps with the different classes, would be advisable, as this would leave the designer a comparatively free hand in designing a construction to meet the requirements of the yacht in question.

A set of scantling restrictions has been different to season.

meet the requirements of the yacta has de-tion.

"A set of scantling restrictions has been adopted by the associations abroad, and it seems certain that if some measures are taken here to prevent the possibility of build-ing racing yachts of extremely light construc-tion it will do much to encourage men to build in the larger classes and give a better fleet of racing yachts."

in the larger classes and give a better fleet of racing yachts.

Sherman Hoyt admits that designers have at times carried lightness of construction to too great an extreme at the sacrifice of strength, and he points out that in some of the one design classes the same errors have been made.

"Light construction," he says, "does not mean poor construction. If a racing boat is subjected to work and strains never intended it is only natural that trouble should ensue. Nobody would expect a racehorse to perform the labor of a hack or a racing automobile to do successfully the tasks of a truck. Why expect a racing fleet to go to sen?

"Far more racing classes have been ruined."

truck. Why expect a racing fleet to go to sea?

"Far more racing classes have been ruined by the production of some freak rule evader than by light construction. Legislate and restrict the type by means of changes in the measurement rule in force whenever it is found that this is not adequate for the purpose intended, but leave the construction alone. Too light construction will win no more races than too heavy, and properly balanced scantling for each particular size and type is just as fundamental as any other element in a successful design, but varies too much with each type to ever make it possible, in my opinion, to formulate tables or rules which will successfully fulfil all the requirements."

#### Steam Yacht Agawa Arrives.

The new steam yacht Agawa, owned by C. W. Harkness, arrived yesterday after a very stormy passage from the Mediterranean. She was built for Mr. Harkness at the yard of Ramage & Ferguson, Leith, and is one of the best appointed yachts affoat. Since she was in commission early in the year she has cruised in the Mediterranean and up the Adriatic. She left Gibraltar on May 17, St. Michaels, May 22. She is in charge of her captain and is anchored off Bay Ridge. She was built for Mr. Harkness at the yard

#### No Extra Charge for It.

Advertisements for THE SUN and THE Evening Sun may be left at any American District Messenger office in the city.

NATIONAL LEAGUE

PITTSBURG.

Cubs Rally and Beat Pirates -St. Louis Shuts Out Reds. CRIGASO, June 2.—Pittsburg held a winning lead to day until Chicago railled in the seventh inning. Then a hit, a pass and an error filled the bases and hits by Kling and Brown gave a victory to the Cubs. Smith was hit on the head by a pitched ball and badly hurt. The score:

Totals..... 8 27 17 1 Totals.. 1 Totals.... 3 6 24 12 2 ..0 1 0 0 0 0 5 0 ...4 ..0 0 1 1 1 0 0 0 0-3 hicago.. 

ST. LOUIS (N. L.), 1; CINCINNATI, 0 CINCINNATI, June 2.—St. Louis won a pitchers' battle to-day from the Reds. The only run of the game was made in the ninth on Schled's error, a steal of third by Kelly and Noonan's single. The

i	000101	
	CINCINNATI.	ST. LOUIS.
t		R. H. P. A. E
	Huggins.2b. 0 1 8 4 0 Lobert.ss. 0 2 4 4 0 Mitchell.rf. 0 0 2 0 0 Davis.cf. 0 0 1 1 0 Schlet.o. 0 0 2 2 1 Ganzel.lb. 0 2 10 2 0 Mowery.2b. 0 0 1 0 1 Kruger.lf. 0 0 8 0 0 Ewing.p. 0 0 1 3 0	Holly,ss0 1 2 2
	Lobert.ss 0 2 4 4 0	Bennett,2b 0 0 8 1
1	Mitchell.rf 0 0 2 0 0	Murray.lf 0 1 8 0
	Davis of 0 0 1 1 0	Hostetter.1b.0 1 8 1
1	Schlet c 0 0 2 2 1	Byrne.8b 0 0 0 8
	Ganzel 1h 0 2 10 2 0	O'Hara.rf 0 0 1 0
	Mowery 8h 0 0 1 0 1	Kelly.cf 2 8 0
,	Kruger If 0 0 8 0 0	Noonan.c0 2 6 8
,	Ewine p 0 0 1 8 0	Beebe.p0 2 1 1
- 3	Totals 0 5 27 16 2	Totals1 9 27 11
	Chadanati	0 0 0 0 0 0 0 0
	Cincinnati	0 0 0 0 0 0 0 0 0
8	St. Louis	the transfer of Ottolor
	Left on bases-Cincinn	ati, 6; St. Louis, 7. Stoler
1	bases-Mitchell, Kelly.	Double play-Byrne, Hos
•	tetter and Holly. First b	ase on balls-Off Ewing, 1
	Sacrifice hits-Mowery,	Mitchell. Struck out-B
	Beebe, 4: by Ewing, 1.	Umpire-Rigier. Time-
,	hour and 40 minutes. At	tendance-5,000.
-	WATTOWAL T.P.	GUE STANDING.
	WALLOWED DES	OCE BIENDING

CLUBS.	Съисадо	New York	Philadelphia.	Pittaburg	Boston	Cincinnati	Brookiyn	St. Louis	Games Won.	Per Cent
Chloago New York Philadelphia Pittsburg Boston Cincinnati Brooklyn St. Louis	1 2 1 4 1	1 3 1	8 6 1 1 1 1	7 2 8 1 1 1 1 1 1	8882	78282 24	267861	6 8 2 9 1 7	30 26 21 19 16 15 12	766 718 588 548 421 895 808 278
Games lost	9	11	15	16	22	28	27	29		

#### AMERICAN LEAGUE.

Detroits Beat White Sox to the Tape in Spirited Game.

CHICAGO, June 2.—Detroit nosed the White Soz out in a hotly contested game to day. The cham-plons drove Eubank from the slab in the seventh, but Mullin stopped them suddenly: Score:

i	CHICAGO.	DETROIT.
	R. H. P. A. E.	R. H. P. A. E.
Į	Hahn, rf 1 0 0 0 0	D Jones If 2 1 2 0 0
	F. Jones cf. 0 0 2 1 0	Coughlin, 8b1 2 0 2 0
į	Ishell, 2b,1 2 2 0 0	Crawfd. cf.0 1 0 0 0
1	Donobue 1h 0 8 11 2 0	Coughlin, 8b1 2 0 2 0 Crawfd, cf.0 1 0 0 0 Cobb, rf1 1 2 1 0
	Devis es 1 0 2 5 1	Rossman.1b.0 1 12 0 0
Ì	Dough'ty, if. 0 0 1 0 0 Rohe, 3b 0 1 5 1 8 Sullivan, c 0 1 4 2 0	
	Pohe 2h 0 1 5 1 8	Schaefer,2b.0 2 5 4 0 O'Leary, ss.0 0 2 8 1
	Sullivan a 0 1 4 2 0	Archer, c0 0 4 0 0 Eubank, p0 0 0 4 0
i	Smith, p 0 0 0 7 0	Eubank, p0 0 0 4 0
	Sintell, p o o o o	Multin, p0 0 0 0 0
	Totals 3 7 27 18 4	
l	1016/6	Totals 4 8 27 14 1
Į	and a	
ĺ	Chicago0 Detroit0	100000000000
l		
ı	Frist base on errors-	-Chicago, 1; Detroit, 4.
١	Left on bases-Chicago,	10; Detroit, 9. Sacrifice
Į	hits-O'Leary, F. Jones, (	Coughlin. Stolen bases-
ı	Rohe, Hahn. Double pla	ys-Davis, Donohue and
l	Rohe: Cobb and Schaefer.	First base on balls-Off
ı	Smith, 5; off Eubank, 4; off	Mullin, 2. Hit by pitcher
ı	-By Mullin, 1. Struck of	ut-By Smith. 4: by Eu-
ļ	bank, 2; by Mullin, 1. V	Vild pitch-Smith, Um-

ank, 2; by Mulin, 1. Wild pitch—Similar Uni-ires—Sheridan and Hurst, Time—2 hours. At-endance—15,000. ST. LOUIS (A. L.), 4; CLEVELAND, 1. ST. LOUIS (A. L.), s; Casy manager,
ST. LOUIS, June 2.—St. Louis won from Cleveland
to-day through good pitching by Howell and good
neiding behind the latter. Niles and Bradley
collided at first base in the first inning, and the
former had his shoulder thrown out of place and
will be out of the game for some time. Score:

	CLEVELAND.	ST. LOUIS.
	R. H. P. A. E.	R. H. P. A.
	Flick.rf1 2 1 0 0	Niles 25 0 0 0 0
	Bradley Sh 0 0 8 4 0	Dele'v.2b1 2 0 5
		Pick'g.rf 0 0 1 0
	Latole 2b 0 1 2 2 0	Hemphill.cf.,1 1 1 0
	Bernis C . 0 0 2 1 1	Wellace,ss0 8 5 8
	Stovall, ib. 0 0 10 0 0 0 Lajote, 2b. 0 1 2 2 0 Bemis, c. 0 0 2 1 1 Bay, cf. 0 0 6 0 0	Hemphill.cf1 1 1 0 Wellace.ss0 8 6 8 Stone.lf1 1 1 0 Yeager.Sb0 2 0 1
	Hinch'n,lf 0 1 0 0 1	Stone.if
	Turner,880 1 2 1 1	Jones.1b 0 18 0
	Bernhard,p.0 0 0 6 1	Stephens, c 0 1 6 0
	Dermara,p.o o o o c	Howell,p0 1 0 8
	Totals1 8 24 14 4	
	101616	Totals 4 11 27 17
	Cleveland1	0 0 0 0 0 0 0 0
	St. Louis	0 1 0 0 2 0 0 -
	Two base hits-Fick, L	ajole, Delehanty (2.) Sacr
	fice hits-Bradley, Stovall	. Stone, Pickering. Doub
	plays-Bradley, Lajole an	d Stovall, Howell, Walla
	and Jones; Bernhard,	Bradley and Stova
	Stolen bases-Hemphill.	Stephens. Hit by pitch
3	-By Howell, 1. First ba	se on baus-On Bernnar
	1. Struck out-By Hov	well, 5; by Bernhard,
	Left on bases-St. Louis,	6; Cleveland, 4. Umpi
	-O'Loughlin. Time-1 h	our and 50 minutes. A
	tendance, 16,500.	
		ARR ARLVINING

Detroit.... New York. Philadelphia St. Louis... Washington. 12 15 15 17 18 24 26 28 Games lost.

AMERICAN LEAGUE STANDING

CLUBS.	Toronto	Jersey Chy.	Rochester	Buffalo	Baltimore	Montreal	Newark	Providence	Games Won	Per Cent
Toronto	1	4	4	3	8	1	1 2	2	18	.693
Rochester	1	8		3	1	5	1	1	15	.53
Buffalo	3	2	1		1	2	2	3	14	.50
Baltimore	2.1	1	2	2		1	5	3	14	.48
Montreal		1	2	3	2	-	8	2	13	.48
Newark	*	1	2		8	1		8	18	.40
Providence	1	-	2	1	2	• •	1		v	.31
Games lost		14	13	14	15	14	15	20		

New York State League. At Utica—A., J. & G., 4; Utica, 2. At Syracuse—Binghamton, 3; Syracuse, 0. At Albany and Scranton—Rain.

American Association. Toledo—Toledo. 5; Columbus, 1. Louisville—Indianapolis, 6; Louisville, 3. Kansas City—Kansas City, 4; Minneapolis, 2. Milwaukee—Milwaukee, 5; St. Paul, 8.

Western League. At Omaha—Omaha, 5; Pueblo, 0. At Sloux City—Sloux City, 4; Lincoln, 3. At Des Moines—Des Moines, 15; Denver, 5.

Southern League. Memphis—Memphis, 5: Shreveport, 6. New Orleans—New Orleans, 1; Montgomery, 6

Central League. At South Bend-South Bend, 2; Grand Rapids. 0.

#### LEXINGTON, June 2.- The first yearlings

raised in Kentucky by William Steele, so long connected with the late railroad magnate, A. J. Cassatt, are now at Melbourn Farm and number ten head, seven of which are fillies and three colts. They are the get of imp. Armeath, The Bard, McDowell, imp. Toddington, imp. Gerolstein and imp. Meltonian. A colt by the latter horse out of the noted race mare Beldemero, by Belvidere, is regarded the pick of the collection.

The few thoroughbred mares that are now remnant of the once extensive breeding plant owned by Col. W. S. Barnes have all been removed from the Melbourn Farm, having been farmed out by Barnes for the

having been farmed out by Barnes for the season of 1907-08.

Trainer Frank Jones had the refusal of the crack two-year-old colt John Marra last winter for \$2,000, and had an Eastern turfman on the eve of putting up the money for the son of Jack Point not failed him this youngster would now be in the Jones stable. The colt now only needs to win his first start in the East to make him a \$25,000 proposition.

At Elmendorf Stud this season there are 293 yearlings, 133 of which are colts, and 160 fillies. Of the mares bred at Elmendorf in 1905 about 58 per cent, raised their foals. Two hundred and fifty of these youngsters have been catalogued to be sold in the early New York summer sales.

Baseball, Pole Grounds, To-day 4 P. M. Hants va Brooklyn. Adm. 80c,—Ads.

NEW JERSEY CHAMPIONSHIP ON REMODELLED COURSE.

E astern Women's Association Prepares General Handleap List.—Travers Defeated at Huntingson Valley—Irish Profes-sionals Win Team Match From Scots.

One of the largest tournaments of the local season, the eighth annual championship of the New Jersey State Golf Association, will be played on Thursday, Friday and Saturday at the Baltusrol Golf Club. As the first open event on the course since the changes in the hazards the golfing public, as well as the par-ticipants, will note the scoring with especial interest. The qualifying round will be at eighteen holes, with match play for the championship and three additional sixteens in the afternoon. All the beaten eights start again for prizes on Friday morning. It is confined to residents of New Jersey and non-residents who belong to none but a New Jersey self club. This clause makes Travers eligible, as he lives at Montclair, but debars one of the former winners, Ward. Graham, who holds the title, is now golfing very well, and on Decoration Day had a 75 at North Jersey. The links, winners and runners-up of the championships have been:

1900, Essex County, Archibald Graham and J. Tyng: 1901, Englewood, Allan Kennaday and W. L. Glenney: 1902, Montolair, Allan Kennaday and M. Michael: 1903, Baltusrol, M. Michael and N. B. Cole: 1904, Murray Olyphant, Jr., and C. H. Blake, Jr.: 1905; North Jersey, John M. Ward and W. Sin-clair: 1906, Morris County, Archibald Graham and J. Sherman, Jr.

On the same days there will be an open tournament at the Allegheny Country Club that will attract a number of Metropolitan Golf Association players.

Saturday's play completed the sixteen qualifiers for the championship of the Dunwoodie Country Club, in which the match play will begin this week. The list is:

A. J. Watson, 85; Z. T. Miller, 92; W. C. Conklyn, 93; F. Upham Adams, 96; E. H. Thomas, 96; J. E. Lasher, 96; F. E. Alken, 99; F. J. Ross, 99; S. B. Ayres, 100; J. E. Northrup, 101; M. Parish-Watson, 101; E. P. Lawson, 103; W. E. Baylis, 103; J. J. Hamilton, 104; R. W. Carmen, 106; E. H. Gillette, 108.

At the Baltimore Country Club on Saturday W. R. Tuckerman, Chevy Chase, beat T. Courtney Jenkins of the home club by 12 and 11 for the championship of the Middle Atlantic Golf Association. In the tournament for the Lynnewood Hall cup at the Huntingdon Valley Country Club Jerome D. Travers lost by 1 up to J. A. McCurdy, Overbrook Club. McCurdy did 84 to Travers '87. Travers had one leg on the cup, which is a three season one. McCurdy plays Fred Herreshoff to-day in the final.

The handicap committee of the Eastern Women's Golf Association, Miss F. C. Griscom, Miss M. B. Adams and Mrs. S. F. Lefferts, has brought out its list of over 400 players who have been rated on a modification of the par basis arranged for them by Leighton Calkins. The ratings will be changed as improvements in play warrant and they will govern the competitions of the Boston, Philadelphis and Metropolitan associations. The special purpose was to have the ratings out before the championship tournament of the Eastern Women's Golf Association, on June 11 and 12 at Atlantic City. The ratings range from scratch to twenty-six, inclusive. Those to the nine mark include the following: Scratch—Miss H. Curtis, Miss M. Curtis, Miss

range from scratch to twenty-six, inclusive. Those to the nine mark include the following: Scratch—Miss H. Curtis, Miss M. Curtis, Miss F. Osgood, Mrs. C. T. Stout.
One—Mrs. R. H. Barlow, Miss Genevieve Bishop, Mrs. C. F. Fox, Miss Pauline Mackay, Miss Anita Phipps.
Two—Mrs. Maurice G. Hecksher (Miss Vanderhoff), Miss Marjorie W. Phelps, Miss L. A. Wells.
Three—Miss F. C. Griscom.
Four—Miss Mario Brice, Miss Elsa Huribut, Mrs. E. A. Manice.
Six—Mrs. N. Pendleton Rogers.
Seven—Miss F. N. Ayres, Miss Florence Condon, Miss E. N. Lockwood.
Eight—Miss Mary Dutton, Mrs. S. F. Lefferts, Mrs. M. D. Paterson, Mrs. E. F. Sanford.
Nine—Mrs. F. M. Batchelder, Mrs. F. G. Davis, Miss Julia A. Mix.
The championship will be at thirty-six holes, medal play, on the afternoons of June 13 and 14 the annual tricity match for the Griscom cup will be decided. The Boston and New York teams play first, the winners playing Philadelphia, holder of the cup. Miss Osgood is individual champion. The aftert of what is proposed to be an annual.

The first of what is proposed to be an annual match between Irish and Scotch professionals resulted in the victory of the home guard at Portrush last month. As the names indicate, the game has created many native professionals in Ireland. Next year the Irish team will visit Scotland. There was a medal play competition the day before the match in which \$250 was divided in prize money. M. Moran, a youth trained at Dollymount, won first prize with 78, 78—154. He was the only competitor to return two rounds in the 70s. The results in the singles:
Ireland—H. Hamill, I; B. Snowball, I; M. Moran, I; He lessitis in the singles.

Ireland-H. Hamill, I. B. Snowball, I; M. Moran, I;

H. Loogood, I; McNeill, O; J. Edmundson, I;

Kidd, O; J. J. McKenna, O; W. Macnamara, I;

McKenna, I; A. Robertson, I; J. Barrett, I.

Total 9.

Scotland—Ben Sayres, 0; Archie Simpson,
J. A. Donaldson, 0; W. Einnie, 0; Tom Watt, 0;
Simpson, 0; C. Neaves, 1; D. Watt, 1; G. Gordon,
J. McAndrew, 0; A. Simpson, 0; T. Walker, Total. 2.

Ireland won the foursomes also, 4 to 2, and nine of the thirteen prizes in the medal play. The Scots missed A. H. Scott, Andrew Kirkaldy and W. Fernie, who were prevented by engagements from making the trip.

Baseb all Notes.

The New York and Chicago Nationals both had their hands full last week trying to hold their own. The Cubs lost twice to the Reds and once to the Pittsburgs, while the New Yorks lost twice to the Quakers and twice to the Brooklyns. The New Yorks in fact, have been below form since they ran into the Chicagos and are due for a brace. Spike Shannon never misses a fly ball for want of trying. He will run any distance and isn't afraid of taking a chance of making an error. George Browne has been hitting well since he resumed regular playing, and the edge of his speed has not been dulled by his layoff.

The Cubs have the old Baltimore knack of chopping the ball down finer than any team that has wandered along this way.

And now for a season of American League ball. The Westerners begin their first pligrimage to the East this week, and there is not a weak member in the bunch.

Griffith is working patiently and carefully to be the season of a particular and weak members and the surching a very weighted.

ber in the bunch.

Griffith is working patiently and carefully to bolster up his pitching staff, watching every opportunity for deals and making them quickly when the opportunity arises. As the midseason approaches his team is likely to win more games than it has been winning and his pitchers are likely to show much more strength. The Boston Americans win a game occasionally, the occasion generally being when Cy Young is in A Rochester critic points out that Duffy came from a big league team and has a first division team at the bottom, while Keiley came from the same big league and put a tallender on top.

same big league/and put a tailender on top.

Joss of Cleveland, known as the Human Slat, sailed along for ten streight games without losing one and then bumped into George Mullin and lost his first game of the year.

Bill Dahlen will get a fair ball into the left field seats if he keeps on whaling long hits to far off spots in the port meadow. He's getting them higher up on the boards every day.

Anent recent observations about various writers who have originated baseball expressions, it may be timely to remark that most of the apt terms used in recording the game come from the players themselves.

The adjective "haughty" is made use of in Chlesgo in describing the mental attitude of the New York Nationals: this, in connection with what the

themselves.
The adjective "haughty" is made use of in Chicago in describing the mental attitude of the New York Nationals: this in connection with what the Cubs did to the "Haughties" in the late series. When the Cubs are able to do something the New Yorks already have done, that is, win a world's series, they too can be considered haughty.
"The work of Chase on first showed that this youngster is in a class by himself," says a Boston paper. You couldn't make the Jiggs Donohue admirers believe that.

It is neither Cornell nor Princeton that is in the lead for the college baseball championalip at present, but the Brown team, which has not lost a game and which has beaten both Harvard and Yale.

All the tough luck in baseball that ever was faded into insignificance compared to that which attended Deshon, the Cornell pitcher against Harvard. Deshon did not allow the Crimson batamen to make a hit, Harvard scoring the only run of the game on battery errors.

West Point has a classy shortstop in Pritchett. No big learuer has a more finished style than the soldier player.

Capt. Mason of Pennsylvania State says that in the recent game with Princeton Umpire Hassett made the "most flagrant mistake I ever saw on a college baseball field." He declares Coulson of State was lying on the plate when Cooney tagged him and that the decision gave the game to Princeton.

Since last winter Pitcher Waish of the White

a college baseball field." He declares Coulson of State was lying on the plate when Cooney tagged him and that the decision gave the game to Princeton.

Since last winter Pitcher Waish of the White Sox has been feeding fat an ancient grudge. Griffith is alleged to have predicted last winter that Waish would not be as good this season as last because no spitball pitcher could come right back and repeat. Therefore when Waish faced the New Yorks not long ago and shut then out without a hit he was actuated by a desire to convince Griff of the error of his reported prophesy.

Conversation heard in the grand stand at the Polo Grounds: She: "Is this the fifth part of the first inning?" He: "No, the first of the fifth. She: "Oh, yes, the fifth first part. "He: "No, the first half of the fifth inning." She: "Of course, the fifth half of the fifth inning." She: "Of course, the fifth half of the first part." Then they took He away in an ambulance.

Pastorius, the Brooklyn scuthpaw, is one of lance.

Pastorius, the Brooklyn southpaw, is one of
the National League's best fielding pitchers.

MEMPETS Tenn. June 2. President Kavanagh
of the Southern League is to reopen the McGraw
case and insist on some action being taken by the
national commission for the New Yorks leaving
New Orleans last spring without completing the
series with the Athletice,

14.4 E

# GOLF NEXT AT BALTUSROL OLD CROW RYE STRAIGHT Whiskey

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AUTOMOBILES.

AMONG THE AUTOMOBILISTS

DUST QUESTION LOOMS LARGE ON MOTORISTS HORIZON.

Suggestion Made That Good Roads Adve-cates Form Association to Do Away With Nuisance—Quinn of Leicester Plans More Trouble for Speeders.

Automobilists interested in the various phases of the good roads question, not the least important of which is the dust nuisance, least important of which is the dust nuisance, have expressed the hope that methods for doing away with dust will be among the subjects discussed at the gathering of good roads men in this city on Wednesday. While there has been some discussion regarding remedies for this evil, the United States is far behind England, Germany and France. so far as systematic experiments along this line are concerned. Some work has been done by men attached to the office of public roads at Washington, as well as by State road officials of Pennsylvania, New Jersey, Massachusetts and California, but very few competitive tests have been organized on the elaborate scale that the authorities of several countries in Europe have instituted.

Some of the foreign methods used for abating the dust puisance are particularly to be commended, as they render the road surfaces practically waterproof, so that there is a refreshing absence of mud when rain has for the nonce done away with the dust that formerly bothered highway users during dry spells. In England there has been so much interest taken in the question that a league of highway users has been formed for the purpose of devising means of preventing dust, and the suggestion has been made that a similar body be organized in this country by the good roads men of the American Automobile Association or by the improved highway advocates that are to

Local automobilists are beginning to show their interest in the endurance run of the New York Motor Club on Thursday by entering their cars, and when the entries are closed to-night it is expected that a goodly number will have entered. Some of the late entries include Harry S. Houpt, 60 horse-power Thomas; H. H. Knepper, 24 horse-power Trayer-Miller; Charles B. Warren, 30 horse-power Haynes; A. G. Southworth, 80 horse-power Pope-Hartford and 60 horse-power Pope-Toledo; A. M. Robbins, 40 horse-power Aerocar; W. I. Fickling, 30 horse-power Stearns; Col. K. C. Pardee, 16 horse-power Maxwell; and A. H. Whiting, 35 horse-power Stoddard-Dayton.

Gov. Edward C. Stokes of New Jersey has vetoed the automobile appropriation bill, which gave \$4,500 to Commissioner of Motor Vehicles J. B. R. Smith for the purchase of an automobile for his department. The Commissioner had the machine, a big Pope-Toledo runabout, in Trenton and was operating it in enforcing the State motor vehicle law. The car will now be returned to the manufacturers and it is possible that motorcycles will be purchased for the use of Commissioner Smith's deputies and inspectors.

When a motor cannot be started in the usual way, owing to the loss or disability of the starting gear, there are several ways of getting it in motion. One which is seldom mentioned is merely to inject a little galolene into the cylinders through the pet cocks or or spark plug openings, and after waiting for a moment or two to try the spark when a good start can be obtained in most cases.

According to the France Automobile the number of automobiles at present registered in France is about 32,000. It is estimated number of automobiles at present registered in France is about 32,000. It is estimated by that authority that, taking into account also the old cars which have been forgotten and those belonging to makers and dealers, the sum total of machines in use will fall not far short of 40,000. It is interesting to note that more than 41,000 cars have been registered so far in this State alone.

A good chauffeur may be distinguished from all others by the infrequency with which he has recourse to the pipe wrench and pilers for adjusting nuts and bolts. Nothing seasier than to grab up a young stillson wrench to turn an obstinate nut, while to nip onto the head of a screw with the pilers often is vastly simpler than to dig into the tool box for a sorew driver, especially when the pilers are already in hand. But always the nut and screw head show afterward the marks of the wrong tool, and besides resist the application of the right tool later on.

chain wear is something which is easily detected by the amount of noise which the transmission makes, especially when running under a fairly light load. Under the influence of the dust and dirt of the road and the lubricant, which frequently acts as a sort of binder for the grit, the abrasion of the rivets and rollers in the chain and the teeth of the sprockets is very great. Up to a certain point the disagreeable feature of the racket which the parts make is the only drawback encountered. After that a danger point is reached when the parts become so weakened that it is best to renew the chain and regrind the sprocket teeth. The need of the latter treatment may easily be determined by inspection. The degree of wear in the chain may be observed by stretching that member on the floor and then compressing it end to end as much as possible without doubling it up. The difference between the two lengths thus determined measures the wear. When the stretch thus observed exceeds a couple of inches in a chain of no more than medium length it is best to renew it.

couple of inches in a chain of no more than medium length it is best to renew it.

Never before in the brief career of the real motorist was there laid ready to hand such an amplitude of touring impedimenta as now may be had at the nearest supply stores, says the Motor World. Practically speaking, he may stock his car with a fairly complete machine shop, including a full equipment of bench and hand tools, portable machine tools of a light nature, facilities for repairing or replacing every part of the vehicle up to and including a portable vulcanizing outfit. As contributing to the amenities of this form of travel, the vehicle may be furnished with a hundred and one little embellishments calculated to cater to the creature comforts; cushions, robes, rests, folding tables, folding lavatories, folding kitchenettes, folding or at least very much condensed refrigerators. In fact, so far as the machine is concerned, it would appear nothing in the way of maintenance facilities is lacking.

So far as the tourist, himself is concerned he may ride and live in adequate, albeit somewhat cramped, luxury for an indefinite length of time. But for all the conveniences and inducements to such generous recreation many a car will go forth laden to the running board with traps and furniture and yet come back a sorry wreck, and many another will go forth with nothing save its own good works and a master hand at the wheel and still slip home again as silently and swiftly as it went. After all, there is more in the man than in the machine: and the clever mechanic requires hardly more than his own two hands for any task he may undertake. So that, discounting none of the ingenuity outspread in touring equipments and fancy jigs and labor savers, with a good car and a good driver who "knows how" almost any sort of tour may start with reasonable hope of as presentable a finish.

Worcester, Mass., June 2,—Speeding motorists who in the maiority of verticals.

Worcester, Mass., June 2.—Speeding motorists, who in the majority of past performances have halled from New York or Boston, are to go into the Leicester lockup hereafter and will secure bail the best way they can. That is the programme which Chief of Police James A. Quinn of Leicester has mapped out for the drivers of speedy automobiles that break the speed laws of the hill town of Leicester.

He figures that when this happens there will be motorists aplenty who will cues the Worcester Automobile Club and its orusaders for kicking over the dough dish entirely. saders for siteting over the dough dish en-tirely.

It is this way. When Auto Jim has been arresting speedists many of them preferred to give a cash bond to appear at Central district court in this city io answer to the charge of violating the subomobile law and go on their way. He has taken their cash to

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TURF

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Trains leave foot East 34th St. (11:20), (11:40), (12:00), 12:10, (12:20), 12:30, 12:40, (12:50), 12:35, 100, 110, 1:20, 1:30, (1:40), 1:50, 2:35, Leave Flatbush Ave., (12:50), 12:10, (12:15), 12:30, 12:45, 1:00, (1:10), 1:15, 1:30, 1:45, 2:00.

Trains in brackets run on opening day Saturdays and Decoration Day only.

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oblige them and that saved time and trouble for the automobilists.

"In every case where I have done this," said Auto Jim, "I have telephoned Major Raymond, clerk of the Worcester court, and asked if it was all right to do it. He has always said it was. I then proceeded to take the money from the motorists, allowing them to depart, and gave the money to Major Raymond when I went to town on the following day.

"Hereafter I will take no more ball money and I will not go to Worcester in any one automobile that they may secure ball, and I will take no one's word for it over the telephone.

"When a way is anywated in Velocater for

automobile that they may secure bail, and I will take no one's word for it over the telephone.

"When a man is arrested in Lelcester for violating the State law he will go into the Leicester lockup, which is in the Town Hall. The cells were put there for lawbreakers and that is where a bunch of automobilists will find themselves."

As there is no bail officer nearer than Worcester, where will the poor automobilists be if Quinn refuses to take bail or accompany him to Worcester?

The Worcester?

The Worcester automobile Club has again adopted the policy this year of taking care of the defence of cases in suburban towns and paying counsel fees wherever the defendant is unwilling to pay for a case of appeal. The attitude of the club is to appeal everything unless there is justification for the fine which may be imposed. This method last year succeeded in putting the automobility afform the policy also slowed down the town of Gardner and has pretty nearly squelched the hamlet of Holden.

They've got a new charge against automobile drivers in Worcester. The police a few days ago entered a complaint against W. W. Brown, manufacturer, for assault and battery with his automobile upon the person of a police officer on crossing duty. Brown had to pay a fine of \$15.



CONSTIPATION